AMENITIES OF THE ARMES.

THE AMICABLE SIDE OF THE LATE CIVIL

Good - Natured Soldiers Exchange Friendly Offices While on Picket Daty -Ludierous and Tragle Phases of Outpost Traffic-Ready to Swap Necessaries or Cold Lead.

It seems strange to me that men who were nursed by negro "mammies," played, fished, hunted, and associated with negro children as the whites did in antebellum days on the plantations of the south, should now reproach me for writing a good word for the negro in the last two articles I have furnished to the REPUBLI-CAN. I am not so hide-bound in relation to race supremacy and prejudice as to seek to suppress or to conceal facts which are well known to every southerner. For four years I served in the army of the confederacy, and I think I may confidently assert that I never shirked my duty, and I know I may appeal to my officers in attestation of this fact. I have nothing to win or lose in saying what I have said about the colored race, and I am sure there is nothing "sketchy" in the articles. I have simply told what I recollect of the colored race during the war. And I defy any man to say to me that I have not stated facts. As a matter of sheer obstinacy I ought to continue to write on the same subject, but perhaps I have said enough to indicate my feelings and recollections relative thereto. Suffice it to say that I was "inspired" by no human being to write what I have written.

THE PRACTICE OF PICHET SHOOTING. known to every southerner. For four years

THE FRACTICE OF PICKET SHOOTING.

It is much more pleasant for me to recur to recollections which will not excite discussion and recrimination. The old veterans doubtless bear in mind that in the early days of the war in Virginia, before the volunteers on either side had settled down to their work, so to speak, and gained some experience in the realities of warfare, the practice of firing on pickets commonly obtained, and many a man lost his life under tinis unsoldierly and murierous system.

After the first battle of Bull Bun, the confederate army under tien, Joe Johnston was likekting along the lines in front of Wash-THE PRACTICE OF PICKET SHOOTING. ricketing gloog the lines in front of Wash-Ington. The vicious system above referred to was then in full blast, and not only did to wes then in full blast, and not only did
the pickets, when the opposing lines were
established within rifle range of each other,
keep up a fusillade whenever a head was
shown to shoot at, but there were scouts on
either side who were accustomed to creep
up on the unsuspecting pickets and shoot
them down in the most barbarous fashion.

The generals got tired finally of this sort
of guerrilla warfare, and lessued orders to
stop it, but the troops themselves, as if by
tacit agreement, recognized the absurdity
and barbarity of this mode of lighting which
did not advance the interests or cause of did not advance the interests or cause of either side. And thus it came to pass that after the first year of the war the outer line of videttes, unless advancing for battle, were accustomed to lounge in full view of each other without thinking of firing a hos-file shot.

A CHANGE FOR THE HETTER.

In fact, long conversations were held, the opposing troops chaffing each other in a good-natured manner. It will be readily understood that such pleasant interchange of talk was not observed when the lines were closely drawn up in what might be termed a continuous battle—for instance, at Yorktown. Spotsylvania Court House, Petersburg, &c. At those places it was almost certain death for a soldier to expose himself for an instant above the intrenchments, and much of the dring on both sides was done by thrusting the rifle over the breastworks and quickly withdrawing it.

The troops of both armles, I think, had, before the close of the second year of the war, inspired each other with mutual respect, and on the occasions for burial of the dead as at Antican, Fredericksburg, Second Manassas, &c., they were glad to meet each other and discuss anicably the features of the battles. It was particularly observable on such occasions that the most observable on such occasions that the moerupulous courtesy was exhibited, and it scripulous courtesy was exhibited, and if battles or campaigns were referred to it was with the kindilest expressions of reciprocal respect. The braggart or the builty had no place in such a scene. By the way, of all the experience of a soldier's hard lot, to be detailed to bury the dead is the most disagreeable except to those ghoulish natures—and they are found in every army—who anticipate a harvest of valuables from rifling the dead bodies. Even to this day, sometimes in dreams, I imagine myself upon the field of slain, and I can smell the sickening odor of blood and hear the groans odor of blood and hear the and cries of the wounded and dying.

A SAD MISSION.

After the first battle of Fredericksburg it was no uncommon sight to see an ambulance driven along with the white flag flying and accompanied by a detachment of blue-coated soldiers with shovels and picks to disinter the body of some officer or soldier who had faller in that bloody fight. Frequently the widow of the dead man sat in the ambulance in her sable weeds, and, as the funeral cortege passed, the confederate soldiers on the roadside, to a man, would life their hats in token of respect. You see we all recognized the valor with which the federals had charged on our frowning works, in front of which every inch of ground was swept by the fire of our batteries.

Here is what I wrote some years ago about the subject of this article, and it is a true A SAD MISSION.

the subject of this article, and it is a true exposition of the deportment of the men on the opposing lines when the exigencies of the war enabled them to come together the experience.

on the opposing lines when the exigencies of the war enabled them to come together in friendly conference:

But there is a bright side to every prospect if we only look for it long enough. Oftentimes, when no truce was existing, the solders on the picket lines made one for themselves without saying "by your leave" to their officers. Picket duty is monotonous work at the best, and a little conversation and interchange of news not contraband with their opponents was a welcome relief to both the blue and the gray, but better than all this was the latterchange of commodities which the one possessed and the other had not. Now, the Yanks were well supplied with the best of coffee and sigar, while the Johnnies were famine-struck for the same. Here was a good chance for an equitable "swap." One man from each company on the picket line would lay down his rifle, gather up his own and his comrade's commodities in an oi-cloth blanket, and shouldering it, advance midway to meet his obliging opponent. Here the trade proceeded applity—a plint cup of coffice and one of susar for a plug of tobacco—and as soon as the blankets had changed contents the messengers would cordinally shake hands and march back to their expectant comrades, who had watched the proceeding with mouths watering. But it was not only on land the pickets met: rivers could not keep them apart. Next in importance to the coffee, sugar, and tobacco trade came the desire to read the opposing nowspapers and almost any risk was fun to make a rade therein, although it must be said to the credit of the new that they always cut from the columns any paragraph that might give information as to the movements of troops. Either side would have decount for a man who gave timerasting but for the new that they always cut from the columns any paragraph that might give information to the process of the side would have decount of the paragraph that might give information to the process of th

COLLEGE HEUNIGNS ON THE LINES.

When our command was in front of Washingtou, and the victous system of picket fring had been put an end to, as I have above stated, I frequently met on the outposts many of my college mates from Georgetown University who were in the Union ranks. They used to twit me for deserting my "unloudem," for I used to wear the red, white, and blue cockade while at college, but I got even with them one creding when a section of my company gobbled up a whole line of federal pickets. That was on the occasion when Gen. McClellen held a grand review of his troops beyond Arlington Heights, and I presume the forward movement we made was intended by Gen. Johnston to ascertain whether Gen. McClellan was preparing an immediate oneset on our lines. At any rate I can say it now, although it was absolute neglect of duty, as sergeant of the guard who had charge of the prisoners the same night, I winked at the escape of my old schoolmates, and perhaps some of them now living in the city recollect the matter well. When I had become more seasoned and disciplined in warfare, they would not have escaped so easily. Then I would have held my own father if he had been opposed to our cause.

A HUMOROUS INCIDENT.

A BUMOROUS INCIDENT.

A funny incident that I recollect—as incident to the topic herein talked of—occurred on the Rapidan river in 1963, when the armies of the Potomac and of northern Virginia were face to face. At that time, having full confidence in the strategy of Gen. Lee, we believed that we would finally win the fight. And that was in

pite of the fact that rations were getting as fully low. But the pickets on either side of the river thought there was a dearth on the one side of tobacco, and on the other side of coffice, and in spite of official orders they determined to exchange commodities. Strict orders had been issued by the confederate generals expired any intercourse between the opposite armies, and in a measure the other was properly regarded. But it happened that a young fellow belonging to a federal regiment stripped off ids clothes and swan serves the Rapidan to exchange with the robels on the next bank. He had preity nearly got through with his "dicker" when the brigadier general of the confederates came along, and the Yauk hid behind a clump of bushes. The general knew his men and their practices, and, forcing his horse behind the bushes, he discovered the discomfited federal. The confederate general agreed to release the illicit trader on the condition that he would "do so no more." But, apart from that, there are tragic circumstances brought to my mind. I have seen many opisodes in the war between the states, but I have never seen one that enlisted my sympathics more than the incident I will attempt herein to describe:

A TRADING TRADEDY.

A TRADING TRAGEDY. On a cold day in the latter part of De-On a cold day in the latter part of De-cember, 1862, the writer's company was picketing on the bank of the Rappahan-neck, immediately at the point where Burn-side of the result of the result of the river here is two or three hundred yards wide, swift and deep up to the banks. Two federal eavalry men came down to the opposite bank and shouted to us that they had lots of coffee and sugar which they wanted to trade for tobacco. They were told to come over, as they said they had a boat. They came across, and after the trade was completed they started back. Now the men were dressed in their heavy overcoats, with capes and high cavalry Now the men were dressed in their heavy overceats, with capes and high cavalry boots and spurs. The boat was a small plank scow, and we saw when they come over that it was leaking badly. They balled it out before they slarted on the return trip. When within forty yards of the opposite bank, in spite of the frantic efforts of the men to paddle it to shore, it went down under thera, and, dragged down by their weight of clothing, they sank like plummets of lead in full view of their countries, who were unable to render the slightades, who were unable to render the slightat assistance, having no other boat.
It appears, then, that we had some fun in the armies that were contesting in the late war between the states, even as if we were

war between the same, Litterly contestant. Thomas J. MURHAY. THE NEW ORLEANS SHOW. Notes of the Preparations From a Man

In a personal letter to H. W. Coffin, chief In a personal letter to H. W. Comp, cancelerk for the late New Orleans Exposition of the Interior Department, Class. W. Gorringe, of the New Orleans office, Louisville and Nashville railroad, gives some interesting facts about the three Americas exposi-

"The present status of the exposition seems to be excellent," he says. "In regard to its financial condition, that is something it can give you no positive information about, but from all that I can hear collec-tions for subscription are coving its reserved. tions for subscriptions are coming in very well and sufficient money has been re-ceived to make necessary repairs on the buildings and some needed improvements in the grounds. The prospects for a suc-cessful show this year seem to be very good, indeed.

"All of the buildings on the grounds, I "All of the buildings on the grounds, I think, will be put into service again, and in addition to the attractions offered last year others are intended to be added. The government building will be devoted to exhibits from the states and territories—that is, the down stairs portion, and all the space has been taken. The galleries will be devoted to educational exhibits, and the general arrangement of the building will be much better than it was last year.

"Ventilators have been put in the roof of both the main and government buildings."

both the main and government buildings which will greatly improve the condition of the air and add materially to the comfort of the air and add materially to the comfort of the occupants, particularly during any warm spells that we may have. In addition to this, the roof of the main building has been thoroughly overnauled and is now said to be water proof.

"The main building will be filled with ex-

The main building will be filled with ex-hibits from the Central and South American states, Mexico, and Europe, city collective exhibits from large cities all over the country, and special exhibits of large business

try, and special exhibits of large business firms.

"The machinery exhibit this year will be much larger and liner than last. Horticultural hall will be turned into a winter garden, containing a fine collection of valuable and tropical plants.

"The art exhibit will far surpass that of last year. Quite a number of private coljections have been loaned to the management, many of them containing noted works by famous artists.

"The grounds have been very much beau-

works by famous artists.

"The grounds have been very much beautified, and they are still hard at work on them laying out flower beds and groves of shrubbery, and they will present a very creditable appearance indeed. Some very pretty drives have been made about the grounds, and a portion of the buildings, used last year for the stock exhibit, will be turned into a livery stable, where horses and vehicles admitted into the grounds can be put up.

"There will also be located in this por-tion of the grounds and adjoining the stables, a speeding track of about half or three-quarters of a mile, and as there will be quite a number of good race horses here during the exposition, horse racing will be one of the features of this year's show.
"The asphalt parement on St. Charles street has now been completed all the way to and beyond the exposition grounds, making one of the finest drives in the country, five miles in length, and furnishing a most excellent and delightful roadway from the city to the grounds.

city to the grounds.
"In addition to the street car lines we had

"In addition to the street car lines we had last year, we will this year have a steam car line, which will more than double the facilities for transportation to and from the grounds. They have now nearly completed the construction of this road, and when finished we will have a double track steel railway running out from the grounds toward the woods to Canal street, and then into town, on Canal street, not to the corner into town, on Canal street, up to the corner of Carondelet. Trains will run every twenty minutes, and it will only be a ride of fifteer or twenty minutes from Canal and Caronde-let to the grounds. Fare for the round trip 20 cents.

[New York Graphic.]

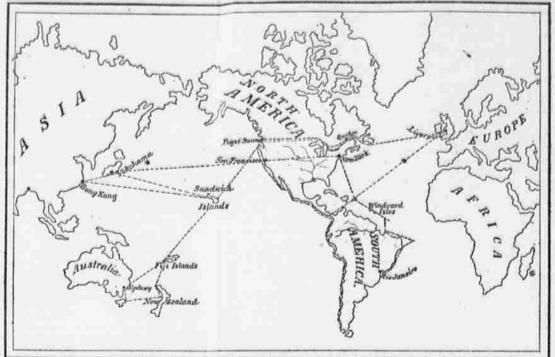
(New York Graphic.)

That victory does not always secure abiditop peace and content is demonstrated anew in the growls and recriminations which begin to crop out after the triumph of the Puritan. It is no secret that Sir Richard Sutton deemed himself slighted and neglected while here. The New England yachtsmen aver that they were shabbily treated, and this fact is alleged to account for the Puritan's absence from the Brenton's Reef and Cape May races. Members of the New York Yacht Club are reported to be grumbiling at the cost of the reception tendered to Sir Richard Sutton and at the presumption of Mr. J. Frederick Tams in ordering it. Capt. Aubrey Crocker, the Puritan's skipper, was not invited to the banquet, and there is dissatisfaction all around.

Mr. J. Frederick Tams is the distinguished for who directed the whole contest, and who felt himself to be by several sizes a bigger man than Nelson at Trafalgar or Farragut at New Orleans. It was he who exemplified his culture aboard the committee boat one day by evelaming neturing

bigger man than Nelson at Trafalgar or Farragut at New Orleans. It was he who exemplified his culture aboard the committee boat one day by exclaiming petulantly, "Dear met there are more reporters than gentlemen aboard?" The secretary of the club, Mr. Minton, ably seconds Mr. Tams by explaining why Capt. Crocker was not invited to the banquet; they looked upon him as a professional, a man who carned his living by his skill as a navigator—in fact "a sailor man," and they couldn't afford to associate with him at the festive beard. It is extremely interesting to note these nies distinctions among our amateur turs. If they go ahead in the same style, they will probably keep the international trophy here without much expense, for the rapacious foreigners will not be carger to come here, and the Bostonians will keep their Paritans at home, and the obstonians will keep their Paritans at home, and the obstonians will keep their Paritans at home, and the obstonians will keep the society of Mr. Tams, Still it does not look well to be kicking up a scandal over the expense of that banquet. It cost something in the neighborhood of \$500. Should Sir Riehard Sutton hear of the grumbling it might suddenly occur to him to mail a check for the whole amount to Mr. Tams, and, failling in this, we have no doubt that the sum can be raised by popular subscription.

Jesse R. Eston, a bricklayer, was run over and killed by a train on the Union railroad, in northeast Baltimore. The jury of inquest ex-onerated the employes of the road.



AMERICA AND THE WORLD'S TRANSPORTATION

Pacific railway. Its commissioner is now in

the Dominion to see what arrangements

To show how highly the English and co-

lonial governments appreciate the service

on the Pacific, it is only necessary to state that the heavy closed mails be-

tween England and Australia have been

dispatched across this continent, by way of

The postmaster general of the Australian

colony has repeatedly applied to our own

government to join him in the maintenance

of this contract in the hope that the com-

mercial relations between the two countries

trade alone would be of sufficient value to

guarantee a paying support to the strug-

gling lines. Every appeal which has bee

made has been rejected, and now the con-

tract passes entirely into the hands of

English companies with the certainty that

the steamers will go direct to Puget Sound to connect with the Canadian Pacific rail-

way, thus cutting San Francisco off entirely

from a trade which was constantly growing

prise of our merchants and business men-

and which promised so much to the enter-

A giance at the map will show that the

distance is but little more from Tacoma to Hawaii than from San Francisco to the

ame point—barely one day's steaming. This service, once established, would natu

ally change the salling course of the English

trans Pacific steamers, so that a connection

would be made at Honelulu with the China

service, and thus another blow would be

struck at our commerce by diverting the

entire trade of China and Japan over the

Canadian Pacific. The distance from San

Francisco to Hong Kong via direct, or

great circle track, is 6.482 miles, while from

San Francisco to Hong Kong via Honolulu

it is only 6,750 miles. Here, then, we see

our trade quietly but surely slipping away

from us, under the patronage of the Eng-lish government, and unless prompt action

is taken the American flag, flying upon a steamship, will be known no more forever

in the trade between San Francisco, Sand-

wich islands, Fiji islands, Australia, New

Zenland, Japan, and China.

2. New York and Brazil.

ward Islands.

this continue?

established and running between-

3. New York and Asphwall,

5. New York, Cuba, and Mexico.

7. San Francisco, Japan, and China,

When the Emperor of Brazil visited the

United States in 1876 he spoke with Presi-

nercial relationship between Brazil and the

United States. He surgested to the Presi-

dent of the United States the propriety of

a joint subvention or mail contract for a

line of American steamers to ply between

the two countries. Gen. Grant assured the

Emperor of Brazil that the United State

would meet the imperial government

half way in the consummation of any contract which might be effected by Brazil. Capitalists were found who subscribed the

essary amount for the construction of a

ficet of ships, and an agent was dispatched

to Brazil to treat with the government for a

contract. One of the first official acts of

his majesty upon his return to Brazii was

the execution of a contract for steamship

nall service between Rio de Janeiro and

New York, the imperial government agree

og to pay a compensation, as their propor tion of the prvice, of \$100,000 per year. The government of the United States was ap-

ealed to, but, notwithstanding the re

eated recommendations of the President of

the United States to Congress, and the favorable reports of various committees, Con-

gress refued to give even temporary aid to

No sooper had this information reached England than a large English steamship company dispatched its agent to Brazil, and

with offer to carry the imperial mails fre

to the Litted States, attempted to break

the contact which the emperor had ordered

executed His word, however, had gone out, and thus far has been kept. Brazil

has protected an American line of steam

ships during eight years because the em

peror bid given his word. The United

States delined to assist in any way; on the

ontrary, by the imposition of onerous

w as a foundation, the United States gov

unment joined the English ship-owners

the American line. England subsidized an

ppesition line, and now Brazil declines

op, and our mails be transferred to Eng-

The progressive people of the Argentin

epublic wanted to trade with the United

American company for the establishment

f an American line of steamers to run to

he La Plata. A provision was, however,

inserted in the contract making it operative,

in event of the United States declining to

enter into a like contract. The United States

eger to aid the enterprise. The line must

d gave them substantial aid to break up

this line

sh bottoms,

dent Grant upon the subject of closer com

4. New York and Jamaica.

would soon reach a point where the carrying

can be made with the authorities.

New York and San Francisco,

OCEAN TRANSPORTATION.

THE UNITED STATES LIKELY TO LOSE WHAT TRADE IT HAS.

ome of the Effects Upon the Atlantic and Pacific Carrying Business of Certain Accomplished and Contingent Facts-England's Enterprise-

One of the first questions that will come before the next Congress is that very important one of the foreign mall service as onnected with American steamships and the revival of the American carrying trade.

It will be one of the first questions, be ause the refusal of Postmaster General Vilus to use the first \$400,000 appropriated by the last Congress for the payment of mail ervice in American ships will have to be explained in the Postmaster General's reort to the President for transmission to

Even should the Postmaster General fail r refuse to make this explanation, the first day after Congress is organized a resolution will be passed calling for the reasons why the expenditure authorized and directed y Congress has not been made, and then this great question will at once be brought

properly under the head of public policies without bearing upon political parties except in its general results for good or ill, he manner and mode of reviving the American merchant marine is the greatest of the problems in political economy that the incoming Congress will have before it. So far as the Republican party is conerned, it can safely be relied on in the fuure, as in the past, to do whatever is best

terests of the American people.

The Republican party has, through liberal aid, secured four lines of railway across the continent from ocean to ocean, and thousands of miles of other railways which bear the products of the farm, the mine, and the workshop from the point of

production to the place of consumption. But when the products of American worknen reach the seaboard, transported upon American railways, built " rgely by the aid, direct or indirect, of the American nation, these products are dumped into foreign vessels to be transported abroad.

It would be a thrice told tale to enumer ate the hundreds of millions of dollars that are paid annually to foreign ship owners for the transportation of American production o foreign countries, and the bringing of consumption. And it would be an insult to the intelligence of the American people to attempt to prove, what every intelligent nan knows, that the money thus paid out never returns.

The question is, "How is this annual drain to be stopped?" and the answer to that question depends in a great degree upon the action of the Democrats who conrol the popular branch of Congress.

There are men in the party and high in its councils who will shout the senseless shibboleth "subsidy" to any sensible attempt to revive the American merchant marine but it is to be hoped that a majority of the party will not be deterred from adopting a wise policy, because of the croaking of the ravens, who, like that over the chamber door of Poe, know but a single word and continually repeat it The great lights of the Democratic party.

efferson, Madison, and Jackson, each advocated measures which built up the merchant marine of America, until the stars and stripes floated over more vessels than did the flag of any other nation save only that of

And the measure which they supported was a direct subsidy on all freights trans-

ported in American ships. The same policy now would hardly produce the same result, but if such a policy could be adopted it would aid in the work, and surely no Democrat would charge that what Washington, Jefferson, and Madison advocated, voted for, or approved was that wicked and terrible thing, used to frighten voters, called a subsidy.

Add to this policy of compensating Amerlesn shipowners that of assisting American shipbuilders, and the ocean would soon be dotted with American ships, and the two hundred and fifty million dollars which is now annually taken out of the country solely as freight charges would be paid to American shipbuilders and American shipowners, to be expended in compensating American workmen for their labor.

Surely the incoming Congress will see the ccessity of immediate action on this most mportant subject. If the entire surplus revenue of the country for the next five cars was devoted to the sole object of securing a merchant marine expable of transorting American products, the expenditure would be more than repaid in the in creased wealth of the country.

To show the necessity of immediate action n regard to ocean mails it is only necessary to demonstrate what has been and is being done. The Pacific Mail Steamship company has established lines across the Pacific from San Francisco to Japan and China, to Australia and New Zealand. Those lines which touched the British col onics were subsidized by the authorities of those colonies to the amount of four hundred thousand dollars, which enabled them in connection with the support secured from the United States government, to authorst while a paying trade was being built up, but the British subsidy was only given on the condition that each alternate steamer should be an English yessel,

A reference to the map on another I will show how the lines were run and what an immense trade was being diverted to this country through their establishment.

The withdrawal of all aid by the foolish acdid decline to join the Argentines, and th tion of Postmaster General Vilas, with the result is that we have no line, and to reach that rapid growing country, a republic formed after our own, which has adopted completion of the Canadian Pacific rallway has entirely changed the situation. The Australian government has given a subyenall of our laws, rules of practice, constitution, &c., one must go via England, more than 4,000 miles out of the way. tion of three hundred thousand pounds (\$1,500,000) for the establishment of an English line of steamers from Melbourne to Tacoma, the terminus of the Canadian

But a short time will clapse, unless imme diate steps are taken to prevent it, before the American merchant who desires to go by steam or send his letters to Atlantic South American ports will have to travel on an English steamer to Liverpool and then take another English steamer and recross the Atlantic. So one who desires to go or send to Japan, China, Australia, or India will find that he must traverse this continent on the Canadian Pacific railway (for of course through rates will be made), take an English steamer at Tacoma for Honolulu? and there take the English steamer to his point of destination in the east.

LUCY HOOPER'S HUSBAND. The Guide, Philosopher, and Friend of

Americans Visiting Paris. Every American who visits Paris or has done so since 1874 knows the deputy and vice consul general, Hon. R. M. Hooper. Every American who stays at home and reads the papers knows Lucy Hooper, the talented wife of the aforesaid. Both are well known and popular in the American colony at Paris. No American stranger is ever at a loss in Paris so long as Mr. Hooper is there. He



English steamship lines are now regularly manages to spare enough time from his official duties to show them the sights of the French capital, and he knows more about them than nine-tenths of the natives. Mr. Hooper has just returned to Paris after placing his son in an engineering school and witvessing the debut of his daughter on the stage. She is now playing a successful engagement at the Park Theater, New York, and will visit Washington in January next. The official duties of Mr. Hooper bring him into active contact with Americans of every class, from the millionaire to the mendicant, and none are sent away with their needs uncared for if deserving attention. His record in the State Department is among the best, his services in the consulate general being regarded as well-nigh indispensable, 1. New York, St. Thomas, and the Wind 6. San Francisco, Sandwich Islands, Fiji We need not refer to the numerous Euro bean lines, but to those enumerated here we do ask the serious attention of our law makers. The English flag has supplanted our own and tapped every port which was within our reach, and which by geographi-cal position belongs to us. How long can

How It Is Done. [San Francisco Chroniele.]
Did you ever listen to a young couple working up to that point of affectionate intimacy at which they call one another by heir Christian names? "It has been a lovely party, hasn't it,

"Lovely, Mr. Wilkins."
"I have known you a long time, Miss "And I have known you quite a while."
"I've often heard my sister speak of you."
"And my brother is always talking about

"Is he? I hear so much about you that I feel quite at home with you."
"It's a lovely night, isn't it, Mr. Wil-"Beautiful. I think Edith's such a pretty

"Do you? I don't like it."
"Edith."
"What did you say?"
"Oh, nothing; I was merely repeating the

orne."

"I don't like all men's names. I like ome. I like Philip and Ferdinand, and"—
"What do you thing of George?"
"That's your name. George."
"I beg your pardon."
"Oh, nothing; I was only repeating the lame." "What a lovely night it is, isn't it, Miss

Edith."

"Oh, there! George Wilkins, what did you let me slip on that cobble for?"

"Pon my word, I didn't do it, Miss Edith."

"Well, we are home, or I am, Mr. George."

"I am very sorry."

"So am I. I'm so much obliged for your escort; I've had such a lovely time."

"And so have I."

"Good night, Mr. Wilkins."

"Good night, Miss Jackson."

"Good night."

"Good night."

"Good night—Edith."
"Good night—George."

Catching a Popular Air. [Detroit Free Press.]
"I tell you, but we did just lay 'em!"
e exclaimed in a Wooodward avenue car sterday. "Who?" asked the man next to him.

"Why, the corrupt local ring, of course ! Wasn't it a slaughter, thoug ""
"Yes; such men must be beaten at the polla."
"Of course they must! I'm always ready to take off my cout and go to work in the cause of honest government."
"Presume you had some influence in "Presume you had some influence in "

your ward! ?
"You bet! I just told the boys that the time had come to turn the rascals out and that we must stand shoulder to shoulder in the good work. Ah! it was at bad day for the chaps who have so long reveled in

orruption:"
He left the car with that, and the pas-enger to whom his talk had been addressed quired of an other: "Who was that honest, enthusiastic "He? Oh! he was one of the leaders of

the gang and was beaten by 300 majority"

THE DESTINY OF MONTANA.

DELEGATE TOOLE'S VIEWS ABOUT THE NEXT NEW STATE

Commissioner Sparks's New Timber Cutting Rules and Their Rulnow Operation Upon Territorial Mining Enterprises. The Latest Phase of the Question of Admission to the Union

Hon. Joseph K. Toole became Montana's representative to Congress on the expira-tion of the term of Hon. Martin Maginuis on March 4, 1885. Born in Missouri, Col Toole has resided in Montana since boy-Toole has resided in Montana stace boy-hood and is familiar with the wants as well as the wonderful resources of that growing territory. He has served with distinction as state's attorney, member of the legisla-tive assembly, and of the constitutional convention of the territory, and was chosen by the Democracy of Montana by a compli-mentary majority to represent her in the forty-ninth Congress. He is now in the city looking after the interests of his con-stituents.

stituents.
"You have spent considerable time in the capital since your election," said a REFURLICAN reporter to Mr. Toole, yesterday, "has any thing of special interest transpired affecting Montana, and how have you occur pled your time?"
"I have found much to occupy me here

"I have found much to occupy me here in looking after such appointments as were likely to fail to Montana, and such departmental business as was incident to my official position. In the pursuit of these duties, obstacles and delays which do not obtain in private life are necessarily frequent and sometimes perplexing, but the uniform courtesy and kindness shown me by the President, Cabinet officers, and the heads of bureaus have done much to counterbalance these difficulties.

"Much interest has been felt in the course to be pursued by the administration rela-

"Much interest has been felt in the course to be pursued by the administration relative to territorial appointments. The history of the territories justifies the assertion that they have been considered in the past as a sort of hospital for the care and maintenance of political weaklings from the states; but, happily, this policy is giving way to a more just and enlightened public sentiment, which demands that their local government shall be intrusted to their own citizens. This sentiment was so potential that it found a place in the national platforms of both political parties in their last conventions.

onventions.

"It is but fair to say that there have been departures from the platform in this respect in several instances, but in the main it has been adhered to; and we find cause for constances, and added the constance of th

in several instances, but in the main it has been adhered to; and we find cause for congratulation in even a partial realization of our hopes, especially in Montana, where the governor, secretary, and a number of other important officers have been chosen from residents of the territory."

"Montana seems to be attracting considerable attention in the east as a territory of great possibilities," remarked the reporter, "Yes, and deservedly so. The territory is enjoying the greatest prosperity, and has a most inviting future. Since the completion of the Northern Pacific and Utah railroads our population has rapidly increased, and capital has been attracted to us. Our valleys are yielding largely in agricultural products and vast tracts of desert lands are being reclaimed by irrigation. A million head of cattle, 120,000 head of horses, and 1,200,000 head of sheep are grazing upon the nutritious grasses of that territory. Our mines are the most productive of any in the country, and, although that interest is in its infancy, the mineral output for

in the country, and, although that interest is in its infancy, the mineral output for 1885 will approximate in value \$28,000,000." "How about your populations" "Our population is close on to 110,000. No census has been taken for a long time, but the vote at the last election showed \$25,000 male citizens over the age of 21 years in the territory." "I see that Mr. Sparks, commissioner of the general land office, has been establishing some new rules regulating the cutting of timber on mineral lands. How will they affect Montanas"

affect Montana?"

"I have felt the greatest anxiety about

"I have felt the greatest anxiety about this new circular, and sometime ago called on the Secretary of the Interior and pro-tested against its approval, subsequently addressing a letter to him reciting the mis-chief which would follow its enforcement, and the great hardships it would entail upon the residents of the mineral regions. "Commissioner Sparks interprets the act of Congress approved June 3, 1878, relating to cutting timber on mineral lands, to mean to cutting timber on mineral lands, to mean that each individual must cut the timber himself or by his personal agent, and that cutting timber to be used as fuel in quartz mills, smelters, and reduction works is no such 'mining purpose' as is contemplated by the act referred to, but is forbidden

thereby.

"This statute is a remedial one, and as such is in my opinion entitled to a liberal construction. Such an illiberal construction as that given to it by Commissioner Sparks would, of course, suspend all mining operations in the west and throw thousands of people out of employment, a condition of things which I am sure he does not wish to bring about. There would be some plausibility in his construction of the statute if there was any law by which I more refinplausibility in his construction of the statute if there was any law by which timber or tim-bered lands could be purchased in minera-districts, but there is none, and I maintain that this statute was enacted for the very purpose of remedying this condition of things.

ings.
"The right to use timber for 'mining and "The right to use timber for 'mining and domestic purposes' in its most comprehensive signification has been expressly authorized by the Interior Department since the first settlement of mineral lands, and millions of dollars have been invested in mines and machinery upon the strength of it. It would be manifestly wrong to un-

of it. It would be manifestly wrong to undertake to take away the right now, as such action would result in the immediate destruction of the mining interests, and the capital invested therein.
"But aside from these considerations it is questionable whether the courts would enforce such a regulation, as the law giving authority to make such rules and regulalations necessary for the carrying out of the statute, seems to me to go boyond constitutional authority in this, that it is an attempt to confer legislative power upon attempt to confer legislative power upor an executive department of the govern

ment.

"The true solution of the difficulty, in my opinion, is to have these lands surveyed and to provide some method by which the citizen can acquire a title to the same, and this remains for Congress in its wisdom to do. The Secretary of the Interior is impressed with the importance of the subject pressed with the importance of the subject and is proceedingly cautiously. I believe he will finally take this view, and make that or a similar recommendation to Con gress."
"What are Montana's chances for admis

"Must are Montains echances for admis-sion as a state at this session of Congress ?"
"Our people are naturally restive under a territorial form of government. It is re-strictive of the larger rights, liberties, and aspirations of clizenship. A large ma-jority of our citizens favor an early admis-sion as a state, and to that each lave for jority of our citizens favor an early admis-sion as a state, and to that end have for-mulated and adopted an admirable consti-tution, and appointed a committee of lead-ing citizens to present the same to the President and to Congress. Montana and Dakota might be admitted without chang-ing the political complexion of the Senate. I have not even figured on the probability of accomplishing this, but it is among the things I hope for."

Luther's House.

Luther's House,
[London Times.]
In the year 1844 the late king of Prussia,
Frederick William IV, fluding that Luther's
house at Wittenberg had fallen into ruin,
had a plan prepared for its thorough renovation. This work has just been finished,
together with a colomade that joins it to
the university buildings. Some adjoining
ground has been acquired by the university
and made into a public garden, in which a
beautiful fountain has been erected that is
connected with historical and artistic memories. Wittenberg is supplied with water
from four different sources, the oldest and
best of which was brought into the town in best of which was brought into the town in 1554 by a voluntary association of seven persons, one of whom was the famous ersons, one of whom painter, Lucas Cranach.

[Philadelphia Catl.] Pompano-Why do you work so hard agley? You slave from morning until night.

Bagitey—I know I do. I wish to get rich.

I want to die worth a million.

Pompano—Well, there's no accounting for tastes. Now, I would much prefer to live worth half a million.

The London dally newspapers in their editorials on the Bulgarian Servian wer are unant mous in condemning Servia, and express grea anxiety as to the future of the Balkans.

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